



All business letters should be addressed to Bouette & Burr, and communications intended for publication should be addressed, "Editor of Wine and Courier."

SAURDAY DECEMBER 27, 1890.

McKinley Prices.

Enter the above caption the Philadelphia Press gets the laugh on the New York Times and Evening Post at the same time exposing the utter dishonesty of the free trade argument about prices. The Press says: "We congratulate our New York Times, on its prompt and early publication of the true effect of the McKinley tariff on the prices of manufacturers. It reduces them." The first result of a higher duty is to advance prices. The next result is to increase production. The inevitable result of increased production is to reduce prices.

We know this. The American people know it. If the New York Times will go on publishing the facts, as it does in the interview on this paper, we reprint, we have our hopes up, of the education of our free trade contemporaries. Colonel G. W. Thompson, the interviewer, mentions the fact that the McKinley tariff raised the price of the New York Times. The New York Times had a long editorial, which we reprint, about the horror, the wickedness, the unspeakable oppression, of requiring the down-trodden purchaser of solid silverware to wrap his purchase in tissue paper, on which the duty had been raised from 25 per cent. to 35 per cent. per pound, and 15 per cent. on the value. The New York Times, too, had an editorial on the subject, only it was not quite so "interpenetrated with horror as the Evening Post's." The words of the poor and down-trodden who buy solid silverware are ever present in the mind of the editor of the Evening Post. He believes the earth was made for their benefit, and that tariff laws should be "that will Colonel Thompson's price stay up?" Oh, no.

"Let me tell you," says the disappointed Colonel, "the price of this tissue paper will be lower than ever inside of six months. Why? Why because everybody is going into the business. I know three mills that are already getting in order to get to work upon this sort of paper, and inside of six months there will be a dozen or fifteen more in it. Follow with small means will go into it, men who will have to turn their outputs off quickly. It is inevitable that there should be a constant drop, drop, drop, in price."

We again congratulate the Times on its enterprise in finding out all this. It is true it has an editorial on the same issue, but this is a detail. We forgive it. As the late Mr. Bulwer once said, or might have said, "the hands of a reporter, at together accurate, facts are together than all the theories of an editorial writer."

Let the good work go on, dear fellow-worker of the Times. If you will only continue printing a newspaper and giving the facts gathered by your accurate and independent reporters, you cannot help aiding the great and good cause of protection.

New Industries in the West. Neville D. Landon (El Paso) has been long in the West. Nebraska and Minnesota, was where it was that his new industries being established in the West on account of the new tariff.

"Yes," he said, "there are three great Western industries being established which will keep \$200,000,000 in this country every year."

What are they? First the Grand Island, Nebraska, beet sugar industry is a wonderful success. They are now turning out three 200 barrels of pure white sugar a day. The plant cost \$200,000 and was purchased in Germany. The farmers all made money last summer raising beets in the Platte Valley, and next year millions of acres in that valley and in the Jim River Valley, Dak., will go into the beet sugar industry. They are putting up the best sugar factories in Lincoln and Norfolk, Nebraska, and in Iowa, and in Aberdeen, and in between the Platte and Jim River valleys will supply all the white sugar the country will want in less than five years. Germany is making her own sugar, and the percentage of sugar in her beets is 5 per cent. less than in the Nebraska beets.

And the next industry? It is the new beetles given by the tariff in the mining and manufacturing. We have always grown away our flax fiber. Now Minnesota and Wisconsin are being built a large flax factory in Minneapolis. Two small flax factories for making towels, sheets and table cloths are being operated in Northern Iowa. Thousands of farmers are putting wheat land into flax, and flax making is becoming an American industry. We have been spending \$5,000,000 annually in Ireland, France and Germany for flax, and throwing our flax away after making flaxseed oil out of the seed. Now the tariff on oil and linen makes the flax industry profitable here.

What about wool in the Northwest? The whole country from Duluth to Mendon is going into it. Millions of acres of wheat land will go into sheep this year. On the trails coming down from Fargo, 100 horses which never did anything but work in the wheat fields. They were going to Ohio to be changed for sheep-shepherds, good for food and wool.

What will be the result of all this? "Why, we will not have the surplus of 70,000,000 bushels of wheat to sell in England at a dollar a bushel. Within two years we will be able to supply our own wheat and then it will be to export a surplus. It is a fact, a price that it is worth for food, and the American farmer will be on top again. Good times are coming for the farmer. I can see it. Land is selling up all over the West. Farms are going out of the market. The tariff of twenty cents a bushel will keep back ten million bushels of Nebraska wheat made on cheap dollars-acre land, and make it go out by Quebec."

"But there is more to be said." "No, not what I have said. It is about all taken. What is left is beyond the rate. The farmer has been for fifteen years the under dog in the fight. Now he is coming to the front. He is going to feel his right. The life has turned. Farming is paying better and better every day. It has been this 10,000,000 surplus bushels of wheat, which have to go to sixty cents in Europe before it could pay the cheap flax which is being raised in England, which has kept the farmer poor."

"Hold this," continued Mr. Landon, "thousands of new industries are springing up to employ more than 100,000,000 people."

Special Notices.

RECEIVED.

Issued in the

Connecticut Mutual L. & Insurance Co.

H. N. FAIRBANKS, GENERAL AGENT.

21 Main Street, Bangor.

Reform Club meeting.

CITY HALL.

Sunday, Dec. 28th, 1890.

Mr. MAY MORSE, the Honorable Secy.

Mr. DON D. BROWN, the Honorable Secy.

Mr. WILLIAM C. BROWN, the Honorable Secy.

Mr. HARRISON P. BROWN, the Honorable Secy.

Mr. J. H. BROWN, the Honorable Secy.

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Entertainments.

OPERA HOUSE.

Monday and Tuesday, Dec. 29 and 30.

ANNE WARD.

TIFFANY.

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# WORST OF THE SEASON.

Very Heavy Snow Falls and Howling Winds Reported From Scores of Places in a Large Number of States.

Trains Delayed by the Elements and Some Stuck in Drifts.

Street Cars and Telegraph Wires Succumb to the Storm.

## STORM IN MAINE.

Ships Reported Stalled in the Gulf of Maine.

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THE CAPTAIN'S DREAM

And then he told this story: He visited his number yard a year or two ago and found two men piling boards. A load had been dumped in the alley, and this was to be put aside. It was the other man who picked it up and placed it on the pile. Mr. Bassett called the two men to him, and they sat down on the pile. "Did you ever think you two men?" he asked. "The men were a little puzzled at the query. 'Don't you mean over think of improving your lot in life? Don't you carry that board to the top of the pile?'"

PRODUCING AN OPERA

MANAGER ARONSON TELLS HOW IT IS DONE AT THE CASINO. The Preparation Takes Many Weeks—How the Parts Are Cast—How the Chorus Is Divided and Combined—Plans for Scenery and Musical—Many Rehearsals. To the uninitiated the placing of an opera upon the stage may seem a comparatively trifling matter, but it is really a laborious and tedious process, involving months of preparation.

ARRIVALS

Through trains from the East arrive at 6 A.M. and 10 A.M. From the West at 10 A.M. and 11 A.M. From the South at 11 A.M. and 12 A.M. From the North at 12 A.M. and 1 A.M.

DEPARTURES

Through trains for the East leave at 6 A.M. and 10 A.M. For the West at 10 A.M. and 11 A.M. For the South at 11 A.M. and 12 A.M. For the North at 12 A.M. and 1 A.M.

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